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R E A S O N S
ATTEMPTING TO SHEW
T H E N E C E S S I T Y
OF THE
P R O P O S E D C U T
FROM
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REASONS
ATTEMPTING TO SHEW
THE NECESSITY
OF THE
PROPOSED CUT

FROM

EAU BRINK TO LYNN; K.

With Extracts from the Reports of Engineers and other
Writers on the Subject, and of the Resolutions of
Meetings of the Country on the Occasion :

ADDRESSED TO ALL PERSONS
INTERESTED IN THE
DRAINAGE OR NAVIGATION
OF THE RIVER OUSE.

BY A MEMBER OF THE COMMITTEE.

LONDON: PRINTED.

1793.

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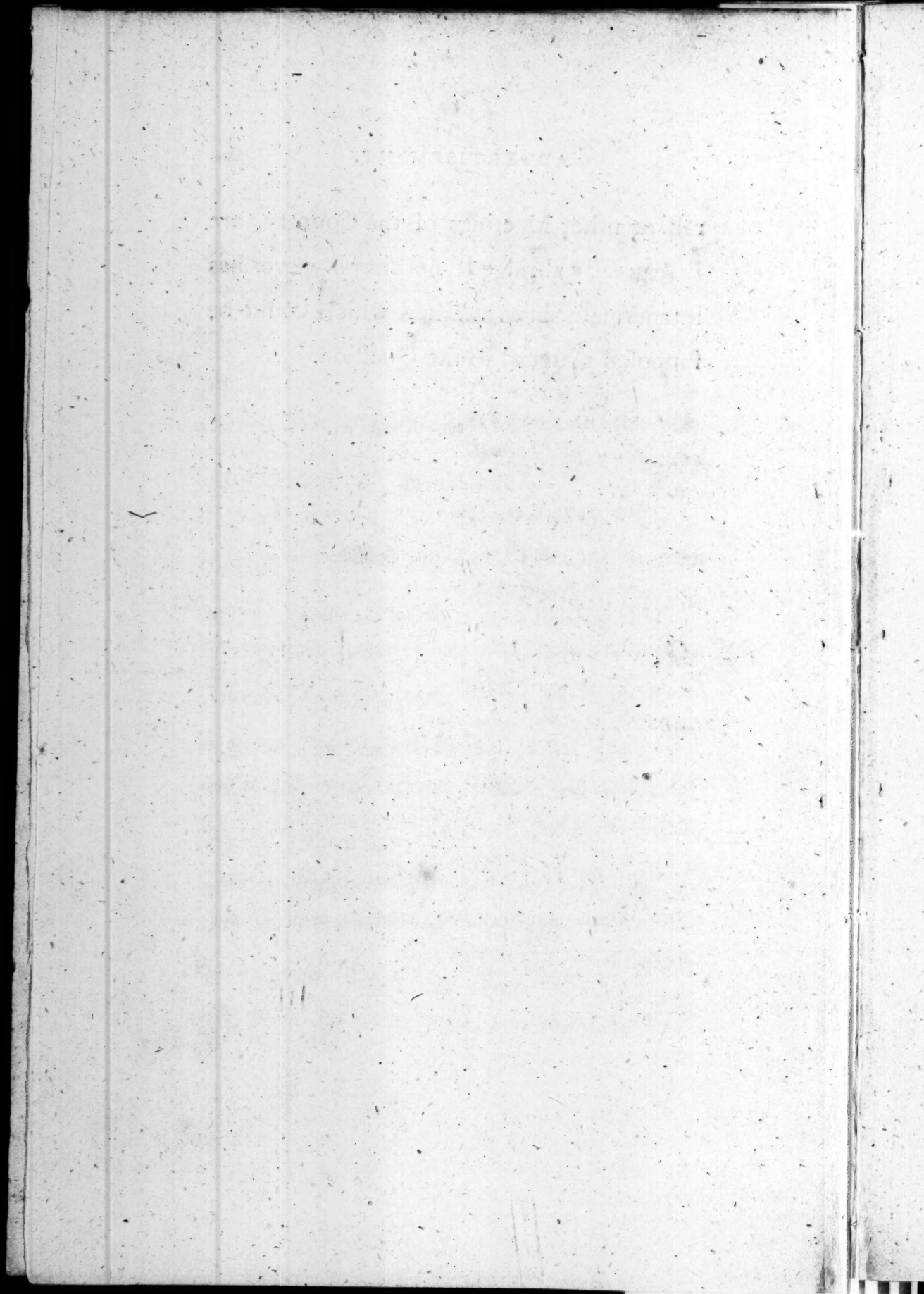
THE following Tract (it is needless to say) has no pretensions to Originality ; it is designed solely for the use of those who have not read the various Reports and Opinions which have been published, and who do not chuse to employ their time in the perusal, or their money in the purchase of them ; to such persons it may be useful, and satisfactory to know what Opinions

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nions have been entertained upon the subject by persons of unquestionable ability, and what steps have been taken by parties, whose interest in the question is a sufficient pledge for their sincerity. The purpose for which it was intended required that the language should be plain, the time in which it was written prevented its being correct. In reporting the various Opinions which have been given upon this subject, the Reasons which have been assigned for those Opinions are seldom stated; to state those Reasons partially would be injurious to the sense and reputation of the authors; to insert every thing material would swell the present Publication far beyond its limits; and for this reason the accounts which have been published of the Proceedings at General,

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ral, or other Meetings of the Country, are here greatly abridged; nothing however has intentionally been omitted which could be supposed material to the Question.



REASONS, &c.

IT will be universally acknowledged, that the intended Bill is of the utmost consequence to Land-owners, to Navigators, and to the public, whether we consider the extent of the country proposed to be better drained, or the rivers whose Navigation is to be improved ; and that any plan, whose professed object it is to amend and improve both, is at least entitled to a candid, and impartial consideration.

I think it may safely be asserted, that the Drainage of the country in general, comprized within the limits of the Bill, is at present in a miserably imperfect and deficient state; and that the Navigation from Lynn through the several rivers is also very imperfect.

I shall not attempt to prove the first of these assertions; it depends entirely on observation;

servation ; and if any person who has seen the state of the country during the last twelve months will deny it, to him I have nothing to say.

I shall offer only one proof of the imperfect state of the Navigation, viz. the enormous advance of Tonnage. This, I presume to say, is too notorious to be denied, and in some cases amounts to more than ten times the proposed tax.

If these two assertions be granted, I think it will follow clearly that something is wanting, and that (if possible) something should be done for their improvement.

I shall take it for granted, that the lands when better drained will be more productive, and that if any plan can be found, which (at an extremely moderate expence) will greatly improve the Drainage of the country in general, and the Navigation on the several rivers, that such plan ought to be adopted, except the same objects can be obtained by means equally practicable, and certain, and generally more desirable.

There seems indeed even to a superficial enquirer, somewhat extremely singular in
the

the present situation of this country.—The drowning of the lands might be naturally ascribed to an inevitable superflux of water,—the imperfect state of the Navigation to a deficiency; but that the lands should be so dreadfully overflowed, and the Navigation upon the rivers so imperfect at the same time, surely proves that there is a radical defect somewhere.

The great impediment to both Drainage and Navigation, I apprehend to be, the wide, shallow, and crooked channel of the river Ouse between St. Germans Bridge and Lynn: I do not pretend to say, that this is the only one, but it seems to be the first and greatest, and that all interior works can be of little use whilst this remains unremedied.

I shall present the reader with some of the opinions which have been given at different times to the same effect.

At a Session of Sewers holden at Lynn in 1709, it was presented by the Jury,
 “ that a great part of the country of Marsh-
 “ land was miserably wasted, the Common
 “ of the Fen and some part of the Smeeth

“ almost ruined, and they therefore hum-
 bly prayed that the Court would order
 “ some persons of skill and probity to find
 “ a sufficient outfall, seeing the old one had
 “ been found by woeful experience to be
 “ insufficient.” Several private petitions were
 presented to the same effect, and the Court
 seemed inclined to comply with the prayer
 of the presentment and petitions :—it is suf-
 ficient now to say, that nothing effectual
 was ever done. The consequence has been,
 that Marshland Fen (which Mr. Bateson
 then offered to prove by credible witnesses,
 had been in their memory fed with sheep,
 and all sorts of young cattle,) has been long
 so entirely lost, that we scarce credit the
 testimony which informs us of its ancient
 value.

This fact, though it relates more parti-
 cularly to Marshland Fen, yet applies di-
 rectly to all such lands as are now injured
 by overflowing waters, which can only pass
 to sea by the same outfalls.

The plan of deserting the present Chan-
 nel, and making a new Cut from Eau
 Brink to Lynn, was first proposed by Mr.
 Kinderley

Kinderley about the year 1720, and again by his son in 1751. The father was himself a Conservator of the Great Level of the Fens, and had devoted the greatest part of a long life to this particular study, and it is the scheme which he recommended and invariably adhered to. The son is no less confident of its necessity, and ventures boldly to assert, "*that whatever other schemes may be invented, or remedies proposed, they will in the end prove ineffectual, and that how much soever prejudiced people might be against it then, (viz. in 1751) yet at one time or other when driven by necessity, they will be forced to make use of it, otherwise this whole country, together with the Navigation of those rivers which pass through it, must in time be inevitably lost.*"

Mr. Kinderley was the proposer of a similar Cut at Chester: his plan met with the most violent opposition, but has long been carried into execution, and been of infinite service both to the Drainage and Navigation of the surrounding country.

Mr. Kinderley was also the proposer of another Cut at Wisbech, and about the
years

years 1721 and 1722 was actually employed in the execution. The gentlemen of Wisbech were then (as those of Lynn are now) apprehensive, that their Navigation would be injured by the wide indraught being lessened, and at their instigation the works were demolished by force. In this fatal error Wisbech persisted, and in this state the country continued till 1773, the outfall continually growing worse, the waters stagnating in the washes upwards, and the greatest part of the North Level repeatedly laid under water. In 1773 Mr. Kinderley's project was resumed, and notwithstanding much opposition was made to it, and it was roundly asserted that the whole country would be ruined, yet the Cut was made.—The good effects of it to both Drainage and Navigation have been infinite:—the commerce of Wisbech is extended beyond example; the North Level, formerly the most drowned, is now by much the best drained of the three.

In 1767, *the Broad River above the town of Lynn* was felt, and acknowledged by the magistrates of that place to be a grievance,
and

and Mr. Smeaton was employed to consider of a proper remedy.

In 1775. a Memoir upon this subject was addressed to the Corporations of Lynn and Bedford Level by Governor Pownall, whose opinion, both as to the impracticability of amending the present Channel, and necessity of a new Cut, is extremely decided. I will not do him the injustice to injure, or weaken his sense by any alteration of his expressions, but present it to the reader in his own words. “ Any attempt to redress the interior crooked channel, winding through the wide-worn basin of the ruined river, between Knights-Gole and Lynn; any attempt to cut, and to keep open when cut, a strait channel through the loose sands of that basin, must be undertaken *at an enormous expence*, to try a very *doubtful experiment*, or rather, to speak out, *one which, undoubtedly, will fail?* What Engineer will undertake to *fix Banks amidst these Sands?* And if the currents are permitted to run from side to side, boring and undermining as they do, the main banks; what Engineer at any practicable

" ticable expence, will undertake to *pre-*
 " *serve the River, from growing every day*
 " *worse? What Engineer at any practica-*
 " *ble expence, will undertake to defend*
 " *and preserve the Country? The Country*
 " *will be first ruined with effortless expen-*
 " *ces, and finally overwhelmed; the Drainage*
 " *will be obstructed, and finally lost; the*
 " *Navigation growing every day more un-*
 " *certain, expensive and dangerous, will*
 " *finally be choaked up; and whatever re-*
 " *ception this representation of events may*
 " *have with the Town of Lynn-Regis, it*
 " *will most assuredly find, that as these*
 " *things come forward into event, the Sea*
 " *will retire from the Haven, and the Har-*
 " *bour become a Wash. I could demonstrate*
 " *this, not by reasoning which will not be*
 " *believed, but by facts now existing in the*
 " *history of many Rivers and Ports in ma-*
 " *ny different parts of the world, which,*
 " *though once great maritime situations,*
 " *are now dry within a Vale to which the*
 " *Sea never comes.*

" *The quitting the Old River in this crook-*
 " *ed, ruined, irrecoverable part of it, is be-*
 " *come*

“ come at last a matter of necessity; and the
 “ cutting a strait Cut, is the only measure
 “ left, by which to carry on a real Drain-
 “ age; by which to maintain for any great
 “ time longer, a practical communication of
 “ Navigation between Lynn, and the Inland
 “ Country, by which to preserve for ever
 “ Lynn itself as a great Maritime Town.

“ So far as such a Cut is a new Sewer,
 “ through which the Inland Country is to
 “ be Drained, so far (by the very princi-
 “ ples and laws of Sewers) should all who
 “ drain pay in proportion to it—so far as it
 “ is a Navigation, so far should all who
 “ Navigate, or who are supplied through
 “ it, pay a certain Tonnage.”

In 1777, Mr. John Golborne was em-
 ployed to take a view, and make a report
 of the Middle and South Levels, and to
 give his opinion on a plan for a general
 Drainage.

This Gentleman's opinion must be allow-
 ed to have particular weight, as an experi-
 enced and skilful Engineer, of which the
 success of the Works which he planned and

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executed

executed in Scotland, are an incontrovertible proof: he appears to have taken a very accurate view of the then state of the country, and describes it in terms which correspond too well with its present situation. “ I have examined, says he, “ (p. 6.) every part of them (i. e. the Middle and South Levels) and sympathize “ with the Inhabitants in their distress.— “ Look which way you will, you will see “ nothing but misery and desolation; go “ but half a mile from Ely, and you come “ to Middle-Fen, a tract of sixteen thousand Acres, given up and abandoned.— “ If to Ramsey, there you find more than “ ten thousand Acres occupied by the waters, and see houses without an Inhabitant, and lands incapable of either pasturage, or tillage.” He has been called (though erroneously) the first proposer of the intended Cut; he gives however the most peremptory opinion of its necessity, and pronounces, *that it cannot fail to give immediate relief to both these Levels, and to lower the surface of low-water, at least four feet at Salter’s Lode, Old Bedford, and Denver*

ver Sluices, and at the mouth of the New Bedford River. Perhaps, (says he) it may be asked, cannot the Old Channel be deepened by confining its course through the sands? But let *such enquirers* consider the great expence that must attend works carried on in the Tide's-way, where more than half the time will be lost, being liable to many impediments and accidents from the spring-tides; besides which, in a work of this great consequence, the shortest course should be taken, as by diminishing the distance, a proportional fall is gained, and under such circumstances, *every inch is an invaluable acquisition.*

In the years 1791 and 1792, several meetings were holden of persons interested in the improvement of the Out-fall of the River Ouze, and Messrs. Mylne, James Golborne, Watte, Hodgkinson, Hudson, and Rennie, were appointed to give an opinion upon the probable consequences of the intended Cut; as the opinions of these Gentlemen are more generally known, than those whom I before referred to, I shall be less particular in my account of them; it is
sufficient

sufficient for my present purpose to say, that the reports of Mess. Mylne, Golborne and Watte were most unequivocally in favour of it, but Mr. Hodskinson's opinion being different, Messrs. Hudson and Konnie two Engineers of established reputation, who could have no interest to serve, and had no previous opinion to support, were employed at the instance of the gentlemen of Cambridge; their opinions have given the most decisive confirmation to those of Messrs. Mylne, Golborne, and Watte; the gentlemen of Cambridge are convinced, and do not now entertain a doubt upon the subject.

And here I think I might safely rest the question as to Mr. Hodskinson, but as he acknowledges the defects of the present Channel, though he contends that they may be removed, and that it ought not to be forsaken, I shall examine somewhat further into what he says: He acknowledges (p. 17.) *the necessity of confining the Channel between Eau Brink and Lynn to one regular constant course*, in order that it may become much deeper, whereby the Drainage would be improved, and the Navigation rendered

more

more certain, and less dangerous than it now is. The Waters (he goes on to observe) in raging tides and great floods, which are now much impeded, and stopped by their forcing open new Channels, would then pass off with greater velocity, and have a much better scouring effect below.

The mode in which he proposes to effect this is (p. 17) “ by erecting Jettees or small “ Wharfings from the banks, to direct the “ ebb and flood waters both in one regular “ channel.” After the very forcible observations which have been made by Governor Pownall, and Mr. Golborne, I think it may very reasonably be doubted, whether this plan could by any possible means be executed, so as to secure the object in-question, at least for any length of time; but what I rather insist upon here is, the vague and general terms in which this method is proposed. The length of the present channel to be thus amended is five miles and two furlongs; He neither tells us how many of these Jettees should be erected, the places where they should be set, how far they should project from the banks, nor gives us
any

any estimate of the expence; he tells us in general, (p. 23.) that this may be done for a tenth part of the expence (I presume of the proposed Cut); but upon what grounds he says this, after he has informed us (p. 19), that *he declines entering upon any calculations, because they are entirely dependant upon circumstances not within his knowledge*, we must leave to himself to explain.

If Mr. Hodskinson should think proper to explain his plan minutely, and give us an estimate of the expence, it may then be thought worthy of more notice, but till he does this, he can only be considered as an objector to the intended plan, and not as the proposer of any other.

I shall here conclude my account of the opinions which have been given upon this subject by engineers, or such persons as confessedly were competent to its examination; but as it has been industriously insinuated, that the present Bill has been hastily and inconsiderately resolved upon; and that the persons whose property was affected, have neither had time nor opportunity to examine it, I shall present the Reader with
a short

a short, but I hope, accurate account of the previous steps which have been taken, by which he may be enabled to judge for himself, how far this accusation is just, and whether the information which has been given, the time which has been allowed for consideration and enquiry, and the meetings which have been holden for the discussion of this subject, have not been sufficient even for the satisfaction of the most scrupulous.

At a meeting of Commissioners of Sewers for the County of Norfolk, and of Land Owners of the Country of Marshland, holden at Lynn, in January 1791;

“ JOHN EDWARDS Esq. in the chair,

“ It was resolved, That the Outfall of
“ the River Ouse between St. Peter's Church
“ and the town of Lynn is defective

“ That a Cut from the bend of the river
“ near St. Peter's Church to Lynn which
“ Cut was formerly proposed by Mr. Kin-
“ derley, would effectuate a proper Outfall,
“ and at the same time improve the Naviga-

“ That

“ That *John Edwards*, Esq. *Sir Martin*
 “ *Brown Folkes*, Bart. *Henry Bell*, An-
 “ *thony Dickins*, *George Hogg*, *Edmund*
 “ *Saffery*, *Thomas Berners Plestow*, *Maxey*
 “ *Allen*, *William Bagge* and *John Cary*,
 “ Esquires, or any two of them, be a Com-
 “ mittee of this Meeting, to request the
 “ Mayor of Lynn to call a Meeting of the
 “ Merchants and Traders at Lynn, to take
 “ their sentiments upon the expediency of
 “ such a Cut; and that they, or any two
 “ of them, be also a Committee of this
 “ Meeting, to propose the said Cut as a plan
 “ of drainage to the Corporation of Bedford
 “ Level, and request them to depute a Com-
 “ mittee to attend a Meeting to be holden
 “ to take such plan into consideration.”

Soon after this, and before the month of
 April 1791, a petition was presented to the
 Corporation of Bedford Level, stating the
 deficiency of the Channel of the Ouse be-
 tween St. Germans Bridge and Lynn, ow-
 ing to the great width and bend of the river,
 by which the lands were drowned, and the
 Navigation rendered uncertain; and pray-
 ing the support of the corporation in ob-
 taining

taining an Act of Parliament for the improvement of both Drainage and Navigation, *by deserting the present Channel between Eau Brink and Lynn, and cutting a new Channel from Eau Brink to Lynn through the Marshes.*

This Petition was signed by near Four Hundred Land Owners.

In April 1791 this Petition was read at a meeting of the Corporation of Bedford Level, and evidence heard in support of it; and it was resolved, "That the proposed Plan was founded upon true Principles of Drainage and Navigation," and it was recommended to the Petitioners to call a General Meeting of all persons concerned.

In consequence of this recommendation, a General Meeting was holden at Ely, in May 1791, and it was then resolved—That the defects of the river Ouse, between St. Germans Bridge and Lynn, and of the harbour of Lynn, were owing *to the part of the Channel between Eau Brink and Lynn being wide and bending*, and that to improve the Drainage of the country, and the Navigation to and from the port of Lynn,

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it

it would be proper to *make a straight River from Eau Brink to Lynn*, agreeable to the report of Mr. Watte.

It was also Resolved,—That a Petition should be presented to Parliament, and proper notices given to the country, that a Bill would be brought into Parliament for that purpose, and a Committee was appointed to frame such Bill, and to employ any other engineers whom they thought proper.

In June 1791 a Meeting of this Committee was holden in London, and it was Resolved, That Estimates of every Expence attending making the proposed Cut should be made by Messrs. Golborne, Watte, and Smeaton.

It was Resolved, That the said Engineers should make Estimates *separately*, and report *their several Opinions of the Advantages, or Injuries, which will attend making the said Cut, both as to Drainage and Navigation.*

In June 1791, It was resolved by the Corporation of Bedford Level, That if a Bill be brought into Parliament for carrying the said Plan into Execution, that shall be
consistent

consistent with their Duty as Trustees for the Country, the Board is heartily disposed to give it every support in their power.

In August 1791, a Meeting of the Committee was holden at Cambridge, Mr. Golborne's Report was ordered to be printed, and it was resolved, That Mr. Mylne should also be employed *to view the Line of the proposed Cut, and from the End thereof through Lynn Harbour down to Flag Buoy in Lynn Channel, and also the Country proposed to be drained by the New Cut, and report his Opinion on the good or bad Effects which would probably arise to Drainage and Navigation.*

It was also resolved,—That previous to any Application to Parliament for a Bill to make the proposed Cut, a General Meeting should be called to consider of the Propriety of such Application.

In April 1792, at a General Session of Sewers holden at Lynn, the river Ouse or Outfall between St. Germans Bridge and Lynn, was presented by the jury for the Hundred of Freebridge in parts of Marsh-

land, as being filled up, whereby the Works of Sewers are greatly impeded.

On the same day, the jury for the Hundred and Half Hundred of Clackclose presented, " That the river Ouse or Outfall, between St. Germans Bridge and Lynn, has for many years past been gradually filled up, which prevents all our internal Works of Sewers from having their desired Effect."

And the Resolution of the Court, upon due consideration of the matter of the said presentments, and state of the Outfall is, That the most probable Mode of obtaining Relief for the Country, will be *by making a New River from Eau Brink to Lynn*, through the Marshes, agreeable to the Plan recommended by Messrs. Mylne, Golborne, and Watte, the Engineers, in their several Reports lately published.

In April 1792, a General Meeting was holden at Ely. It seems not to have been very numerously attended, and I know not whether any or what particular resolutions were adopted.

A Meet-

A Meeting of the Corporation of Bedford Level was holden at Ely at the same time, and a doubt being expressed by the Corporation, whether the opinion of the Country was favourable to the proposed plan or not, (professing that the Board still retained the opinion, that the measure was founded upon true principles of Drainage and Navigation,) a General Meeting of the Country was appointed at March, on the 14th of May, 1792, and the attendance of every person interested, either personally, or by his Agent, was very particularly requested.

The Meeting holden at March, was very large, (the names of more than four hundred Proprietors having been taken down) and it was resolved by a prodigious majority,

That the Drainage by the Ouse from Eau Brink to Lynn was defective, and the Navigation uncertain and dangerous.

That the Plan proposed by Mr. Hodskinson, appeared *not likely to render the Drainage perfect, or the Navigation certain and safe.*

That

That the Plan of making a New Cut from Eau-Brink to Lynn, *was likely to render the Drainage of the Country perfect, and the Navigation certain and safe.*

That in order to preserve the Country from Destruction, *it appeared necessary that the Cut should be made.*

That whatever Tonnage should be laid on Navigation, all Money received by such Tonnage, should be vested in Commissioners, to be appointed for Navigation, and after payment of such compensation for the advantages derived by the proposed Cut, as should be agreed upon, the residue should be appointed for making Ebb-doors, Staunches, Fetters, and other Works for improving the Rivers and Outfall in and through Lynn Harbour.

A Committee was then appointed, with powers to appoint a select Committee, to attend the Corporation of Bedford Level; to treat with the trading Interests, and others, and to prepare a Bill, and conduct it through Parliament.

On the 30th of May 1792, A Meeting of the Committee was holden in London,
and

and a conference had with the Corporation of Bedford Level; and it was agreed that a Meeting of the Committee should be holden at Cambridge, for the purpose of conferring with any Committee appointed by the Navigators, and trading Interests.

In August 1792 a Meeting of the Committee was holden at Cambridge, and it being intimated by the Conservators of the River Cam, and Merchants of the Town of Cambridge, that the proposed Cut would endanger the Navigation of the Cambridge River, it was resolved with the concurrence of the said Conservators, and Merchants, that Mr. Rennie, (or Mr. John Hudson) should be desired to survey the said River, and report his impartial opinion as to the Works which may be necessary, in order effectually to prevent the Navigation being injured by the proposed Cut.

It was resolved also, upon the Motion of the Land-Owners in *the South-Level*, That it be a further instruction to the said Engineer, to report his opinion on the probable effect the proposed Cut and Works will have on *the Banks and Drainage of the said Level*.

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A Select Committee was then appointed, and from that time the Meetings of the Select Committee have been holden principally for the purpose of preparing the Bill: The Bill has now been circulated so widely, that its general contents are known every where; it is therefore unnecessary to pursue the subject further, or to detail it more minutely; I shall only say in general, That at a General Meeting holden at Lynn, in January 1793, of the Proprietors of Marshland, the great outlines of the Bill, as far as the Proprietors of that Country were concerned, met with the most unequivocal and marked approbation of a very large majority.

It seems unnecessary to enlarge on the innumerable benefits which may reasonably be expected from the execution of this plan, both to Individuals and to the Public.

More than three hundred thousand acres of land would then be completely drained, most of which at present are injured by overflowing waters, and a considerable part incapable of either pasturage, or tillage.

By lowering the surface of the water at
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the different Outlets, the Drainage of the country would approach more nearly to a natural one, and the heavy expence of maintaining Banks, Mills, &c. be greatly diminished.

The lower parts of the Country would be rendered more healthful, and consequently more populous.

A very large additional number of Cattle and quantity of Corn, Wool, Hemp, Flax, &c. would be produced.

The Navigation which is now always uncertain, and frequently impracticable, would then be rendered certain, and expeditious.

Pilots from Lynn, upwards, would be unnecessary, the wear of tackling would be lessened, and much labour both of men and horses saved.

The consequence of Navigation being at once rendered more certain, and less expensive, would unquestionably be a great extension of trade, arising both from an increase of the quantity of corn which would be sent down the river for exportation, and of the various commodities, which would be sent upwards for consumption. The Land-

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owner

owner would receive a better price for his corn; the merchant would experience a larger demand for the articles in which he deals, and be able to furnish them at a lower price.

Upon the whole, I think it must appear clearly to every unprejudiced enquirer, that the deficiency of the outfall is the principal cause of the present miserable state both of Drainage, and Navigation.

That this outfall having been in an imperfect and deficient state for more than a century, and continually growing worse, it is in vain to expect that it will be remedied by natural means only, and that it ought therefore to be assisted by art.

That from 1720 to the present time, the general opinion of the best engineers hath been, that the defects of the present Channel between Eau Brink and Lynn are radical, and incurable, and that it ought to be deserted.

That Mr. Hodskinson who is of a different opinion as to the remedy, acknowledges the defect, and that it ought to be remedied by some means.

That

That the expence of executing the intended plan is temporary, and moderate, when the quantity of Land to be better drained, and the great improvement of the Navigation are taken into the account; and that if the success of it was much less certain than it is, yet, in the present circumstances of the country, it ought to be adopted*.

That the Instructions which have been given to the different Engineers by the Advocates for the Bill, prove that all possible means have been employed to obtain the best information upon the subject, whether such information was favourable to the proposed plan or adverse; whilst the Opposition to it hath been conducted upon principles not merely adverse to the Bill but inconsistent with each other.

* It is well known, and can easily be proved, that the total loss suffered by the country in the last year only, for want of a proper Outfall of the Waters of the River Ouse, has far exceeded the amount of the sum required for executing all the works necessary for Drainage; and that this loss will increase rather than diminish in the present, and every succeeding year, unless the intended Cut be carried into execution.

The Proprietors of Marshland, for instance, have been assured that the waters pouring from the more distant countries would override* them and prevent their own waters from running off.—The Proprietors in the South Level have been led to believe, that they were too distant from the Outfall to be benefited, and that the Bill was calculated solely, or principally, for the benefit of Marshland†.

Thus whilst it has been affirmed, that some of the Lands are too poor to pay any

* I make use of this word because I know no other that will exactly express my meaning, I will not answer for its propriety, but its signification will be understood by those to whom it is addressed.

† It has been frequently asserted at different Meetings, that the removal of Denver Sluice would effectually take away every Impediment both to Drainage and Navigation, and that the efforts of the Country ought to be directed to that end. This has been so fully confuted by Mr. Kinderley, that I believe *no Engineer* would now venture to assert it. The Proprietors of the South Level may however judge of the tendency of the projects of *their friends* in the Opposition by this instance. It being, I think, allowed by every Engineer, that whatever might be the effect of removing Denver Sluice as to *Navigation*, the low Lands in the South Level would be *inevitably and utterly destroyed*,

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thing, others in so good a state that they want nothing; that one part of the Country is too near, and another too remote from the Outfall for either to receive any benefit; the Inference intended to be drawn from the whole is, that nothing ought to be done, till both the High and the Low Lands, the nearer and the more distant, are involved (as they soon must be) in one common Ruin.

As to the Complaints which have been urged against the Advocates for the Bill, as though their proceedings had been precipitate, I hope it has now been made apparent how unreasonable and groundless such accusations are; the grievance complained of has been felt for ages, the remedy has also been proposed at very different periods, by many different engineers totally unconnected with each other, and whose common principles only could lead them to draw the same conclusion.

If after the various Meetings which have been holden for upwards of two years, the friends of the Bill be still accused of precipitation—if the opinions which have been
given

given upon this subject by the two Kinderleys, Governor Pownall, the two Gorbones, Messrs. Mylne, Watte, Hudson, and Ronnie be deemed insufficient, and new opinions be demanded—if the benefits which have been derived in the case of Chester, and in the still more exactly similar case Wisbech, will not be allowed to prove (as far as other cases can) the advantages which may reasonably be expected to flow from this—it is in vain to appeal either to testimony, or experience, or to conjecture in what time, or by what evidence, the opponents of the Bill would agree that the question should be decided.

The general dread that mankind entertain of innovation is undoubtedly of admirable use in preserving the community from wild and delusive theories; but when it is extended so far, as to prefer the *drowning* of a country to the *draining* of it, merely because it has been drowned for many years, it will generally be allowed to be carried to an unjustifiable extreme.

A parliamentary contest is undoubtedly unpleasant, but if the advocates for the Bill
have

have taken every proper method to avoid it, it cannot justly be ascribed to them: They have adopted with pleasure every method which has either occurred to themselves, or been pointed out by others, as likely to prevent a contest. And if their endeavours have not in every instance been successful, yet in making the trial, they have discharged their duty, and confident of the justice of their cause wait patiently for the issue.

F I N I S.

P. S. Since the above sheets were written, another and final Meeting of the Committee has been holden in London, for the express purpose of conferring with such persons as still remained adverse to the Bill. It is unnecessary, and perhaps impracticable to detail the proceedings at this Meeting, as none of them were recorded. It may be proper to add, that the Committee after maturely considering the Reasons urged for the postponing the Bill for another year,
have

have determined that there is not any good cause for putting off the Bill, and that it ought to be presented to Parliament in the present Session.